

Management REPORT

January 5, 1956

No. 155

SIX PROMOTIONS announced at the beginning of the New Year involve two transfers. Walter C. Jacoby, assistant sulfite mill superintendent since 1952, is being promoted and transferred to St. Helens division as manager of pulp production.

Mr. Jacoby has his B. S. degree in chemical engineering from Montana State College, and has been with CZ since 1934. He advanced through the various positions of the technical department, serving as technical supervisor from 1945 to 1952.

The other promotion involving a transfer is that of Laureon Giersch who has been technical assistant to the paper mill superintendent - tissue end since 1951. He now becomes supervisor of paper machine production at the Los Angeles division.

Mr. Giersch has his B. S. degree in chemical engineering from University of Colorado. He came to Camas in 1948 as a lab beater tester, was later bleach plant chemist and sulfite technician before going into the paper mill as technical assistant.

Forrest Williams, sulfite shift foreman with 31 years of service, becomes assistant sulfite mill superintendent, replacing Mr. Jacoby. Forrest has served as laboratory assistant, pulp chemist, and wet room shift foreman. Robert G. Stewart, technical supervisor, replaces Forrest Williams as sulfite mill shift foreman. He came to Camas in 1947, has advanced through lab posts, becoming technical supervisor in 1954. He has his B. S. degree in biochemistry from the University of Saskatchewan. James E. McCourt, assistant technical advisor, now becomes technical supervisor, replacing Bob Stewart. Jim has his B. S. degree in chemical engineering from the University of Wisconsin. He came to Camas in 1950 as a chemical engineer. Rex Morris, chemical engineer, replaces Laureon Giersch as assistant to the paper mill superintendent - tissue end. Rex has his B. S. degree in chemical engineering from the University of Washington. He also came to the technical department in 1950 as a chemical engineer. All six men are four-year graduates of CZ paper school and have or are now serving as faculty members.

PARENTS, if your son or daughter worked here during summer vacation, you may like to stop at the clockroom to pick up the withholding tax statement and record of their earnings. By getting these reports sent in early, the possible refunds will come back that much sooner.

THE SERVICE AWARD DINNER set for Thursday evening, January 19, will honor 165 award recipients whose work anniversaries occur between Oct. 1, 1955 and Feb. 1, 1956. Highest awards go to F. W. Palmer, yard supt., and Lonnie Belz, roll grinder foreman, for 40 years of service. Awards for 35 years go to Edward Rice, shipping, Grant Waldorf, yard, Ronald Corey, sulfite, and Art Nyberg, paper machines. Vice President G. J. Ticoulat will make presentations.

THE TOASTMASTERS' course in speech craft will begin Thursday, January 5, at 7:00 P. M. in the Central Research auditorium. Anyone interested may call Camas 6194 for further details or attend the first meeting.

S. R. WOODWARD, No. 2 finishing, suffered a foot injury on December 28. This is the first disabling injury in that department for more than nine years.

FLASH: Effective immediately William E. Parkinson, Camas purchasing supervisor, is being promoted to the newly created position of superintendent of purchasing, storage and shipping. In his new position, Mr. Parkinson will have overall responsibility for the yard, shipping, and purchasing departments. Howard Becker, assistant supervisor - mill purchases, is being promoted to succeed Mr. Parkinson as purchasing supervisor.

THE FOLLOWING is an interesting item from Headquarters showing a new use of CreZon. This product was developed in the Central Research Laboratory at Camas and is now being manufactured at CZ West Linn division. Its major use is in the construction field, and other uses such as for highway markers and now the boat-hull business are gratifying developments.

Boat hulls of CreZon

CreZon, the CZ plastic overlay for plywood, has a big future in the boat-hull business, according to the Norseman Boat Company of Bellingham, Washington.

Norseman buys exterior-grade Douglas fir plywood bonded at the mill with CZ's CreZon, and finds the tough, smooth surface offers these advantages: CreZon resists checking; it takes paint smoothly and holds paint well; it saws, drills and shapes without splintering; sharp, smooth cuts are possible by jointing and edge planing.

Boatbuilders like Norseman find the CreZon overlay takes paint better than wood and holds it years longer without checking or cracking. This is important since the current demand is for dark colored hulls, with black being somewhat of a favorite. Since dark colors tend to absorb more heat, this is probably part of the reason why checking has become a major problem with boat manufacturers. Norseman has found that the new plastic-plywood combination eliminates checking altogether.

Owners of small cruisers often store their boats away from the water, such as



in the garage at home. To use it, the boat is hauled by trailer. This sets up a drying and wetting cycle that clearly causes checking.

Plywood has long been an accepted material among boat builders but the most satisfactory variety, boat-hull-grade, requires a special face veneer that is always scarce because production never catches up with the demand. CreZon plywood's smooth surface eliminates the need for the special natural wood veneer. And the cost of CreZon plywood is about the same as for boat-hull-grade plywood.

Norseman found that plywood hulls often show checking a year after they are sold, and it is customary to refinish at no cost to the owner. The company believes CreZon plywood will eliminate this problem and expense entirely.

CreZon plywood was developed with the idea it would be accepted as an exterior building material. The fact that CreZon plywood promises to be an important factor in future boat building is a credit to Norseman and its local plywood source, Mount Baker Plywood Company, who cooperated to test the new product.

RAINFALL continues to make news. For the first four days of January, 4.12 in. of rain have fallen. The reading at 8 A.M. yesterday (Wed.) noted a down-pour of 2.43 in. for the 24 hours ending at that hour. Rainfall for 1955 reached an estimated total of 63.12 in. A 10-year average for this area is approximately 50 in. River level yesterday was 12.4 ft. A year ago, 8.2. High temperature for the week was 47° on January 3; low, 24° on December 29.

HENRY ALDER, shipping department, retired December 31 with more than 37 years of cumulative service. He came to work first in 1912, took time out during World War I, has been in printing department and kraft mill. His wife, Lala, sample department, holds a 30-year service pin. Their home is in Oak Park where Henry plans to devote his time to improving of real estate holdings.

PAPER SCHOOL CLASSES resumed this week after holiday vacation. Tonight, Thursday, Jan. 5, Third Year class will hear J. B. Gilbert, general sales manager, Zellerbach Paper Co., San Francisco, talk on Zellerbach Paper Co. operation; 7:30 p.m., assembly room, MacMaster building. Fourth Year class also meets tonight, Thursday, Jan. 5, to hear J. T. Raynor of the Bingham Pump Co., Portland, lecture on the "Principles of Hydraulics, Pumps and Pumping"; 7:30 p.m., west dining room, Crown Zellerbach Inn. Tuesday, Jan. 10, M. L. Custis, kraft mill shift foreman, will lecture to the First Year class on "Kraft Mill - Recovery", after which students will visit the kraft mill. Second Year class, Wednesday, Jan. 11, is scheduled to hear a joint lecture by W. H. Maxwell, bag factory superintendent, and S. E. Pauley, printing department superintendent, on their respective departments. Discussion will be followed by a visit to the departments.

Midyear enrollment figures for paper school are as follows: First Year - 116; Second Year - 79; Third Year - 60; Fourth Year - 32, making a total of 287. Students enrolled from Camas total 163. West Linn is next with a representation of 42; and St. Helens with 26. There are 19 enrolled from Portland office, 17 from No. Portland, seven each from Molalla and Waterway Terminals, and six from Western Transportation.
